

NavSyd—MI—Mare Island Naval Shipyard, Vallejo, Calif.
 NavSyd—Norfolk—Norfolk Naval Shipyard, Norfolk, Va. (formerly Norfolk Navy Yard).
 NavSyd—Pearl—Pearl Harbor Naval Shipyard, Pearl Harbor, Hawaii (formerly Pearl Harbor Navy Yard).
 NavSyd—Phil—Philadelphia Naval Shipyard, Philadelphia, Pa. (formerly Philadelphia Navy Yard).
 NavSyd—Ports—Portsmouth Naval Shipyard, Portsmouth, N.H. (formerly Portsmouth Navy Yard).
 NavSyd—Puget—Puget Sound Naval Shipyard, Bremerton, Wash. (formerly Puget Sound Navy Yard).
 Neafie—Neafie and Levy Ship and Engine Building Co., Philadelphia, Pa.
 N.E.I.—Netherlands East Indies.
 Nfld.—Newfoundland.
 N.G.—New Guinea.
 N.I.—Northern Ireland.
 NICB—Niclausse-type boiler (built by the Stirling Co., Barberton, Ohio).
 Niles—Niles Tool Works Div., General Machinery Corp.
 NLSE—New London Ship and Engine Co., Groton, Conn.
 NN—Newport News Shipbuilding and Dry Dock Co., Newport News, Va.
 NNV—National Naval Volunteers.
 NOB—Naval Operating Base.
 NOR—Normand-type boiler.
 Nordb—Nordberg Manufacturing Co., Milwaukee, Wis.
 NOTS—Naval Overseas Transportation Service.
 NR—submersible research vehicle (nuclear propulsion).
 NROTC—Naval Reserve Officers Training Corps.
 N.S.—Nova Scotia.
 nsp.—non-self-propelled.
 NSSC—Naval Ship Systems Command (formerly BUSHIPS, now part of NavSea).
 N.W.I.—Netherlands West Indies.
 NYd—Navy yard.
 NYd—Pensa—Pensacola Navy Yard, Pensacola, Fla.
 NYd—Wash—Washington Navy Yard, Washington, D.C.
 NYSb—New York Shipbuilding Corp., Camden, N.J.
 off.—officer(s).
 OIC—Officer in Charge.
 OTC—Officer in Tactical Command.
 PA—contraction of APA (attack transport).
 PACV—patrol air cushion vehicle.
 Palm—N. F. Palmer, Jr., and Co., New York, N.Y.
 PARPRO—Peacetime Aerial Reconnaissance Program.
 PBM—twin-engine patrol bomber seaplane, known as "Mariner," manufactured by Glenn L. Martin Co.
 PBR—river patrol boat.
 PBV—twin-engine patrol bomber seaplane, known as "Catalina," manufactured by Consolidated-Vultee Aircraft Corp.
 PC—submarine chaser (173').
 PCC—control submarine chaser (173').
 PCE—patrol escort.
 PCEC—control escort (180').
 PCER—patrol rescue escort.
 PCF—patrol craft, inshore.
 PCH—patrol craft (hydrofoil).
 PCS—patrol craft, submarine.
 PCSC—control submarine chaser (136').
 pdr.—pounder.
 PE—eagle boat.
 PF—patrol escort; or frigate.
 PG—patrol gunboat.
 PGH—patrol gunboat (hydrofoil).
 PGM—motor gunboat.
 Phib—amphibious.
 PhibRon—amphibious squadron.
 P.I.—Philippine Islands.
 PIRAZ—positive identification and radar advisory zone.
 Pol.—Polaris missile system.
 P.Q.—Province of Quebec.
 PR—river gunboat.
 P.R.—Puerto Rico.
 P.r.—Parrott rifle.
 PT—motor torpedo boat.
 PTC—motor boat subchaser.
 PTF—fast patrol craft.
 Pusey—Pusey & Jones, Wilmington, Del.
 PY—patrol vessel converted yacht.
 PYc.—patrol vessel converted yacht (coastal).
 QIW—Quintard Iron Works, New York, N.Y.
 quad.—quadruple.
 quint.—quintuple.
 R and R—rest and rehabilitation.
 r.—rifle.
 r. pivt.—rifled pivot gun.
 RAF—Royal Air Force.
 RAAF—Royal Australian Air Force.
 RAN—Royal Australian Navy.
 RC—revenue cutter.
 RCAF—Royal Canadian Air Force.
 RCN—Royal Canadian Navy.
 RCS—Revenue Cutter Service.
 recip3—reciprocating, triple expansion.
 Reg.—Regulus missile system.
 rf.—rapid fire.
 Rich—Richmond Locomotive Works, Richmond, Va.
 Ridg—Ridgeway Dynamo and Electric Co., Ridgeway, Pa.
 rkt.—rocket launcher.
 RN—Royal Navy.
 RNN—Royal Netherlands Navy.
 RNZN—Royal New Zealand Navy.
 Roach—John Roach and Sons, Chester, Pa.
 ROK—Republic of Korea.
 RON—squadron.
 RU—Reciprocating (Skinner Unaflo).
 s.—speed.
 sa.—semiautomatic.
 SACEUR—Supreme Allied Commander, Europe.
 SACLANT—Supreme Allied Commander, Atlantic.
 SACMED—Supreme Allied Commander, Mediterranean.
 SAR—Search and Rescue, sea air rescue.
 sat.—saturated.
 sb.—smooth bore.
 SC—submarine chaser (110'); or cruiser submarine.
 Sc—screw.
 SCAJAP—Shipping Control Administrator, Japan.
 SCC—control submarine chaser (110').
 ScFr—screw frigate.
 ScGbt—screw gunboat.
 Sch—schooner.
 SchBg—schooner barge.
 SCOTCH—Scotch fire tube boiler. (All others are water-tube.)
 ScSlp—screw sloop-of-war.
 ScStr—screw steamer.
 ScTug—screw tug.
 SEAL—Sea Air and Land (Naval Special Forces).
 SEATO—Southeast Asia Treaty Organization.
 seabee—construction battalion.
 SF—fleet submarine.
 Sg.—shell gun.
 s-g—single & double reduction gears.
 sgl.—single.
 SHAEF—Supreme Headquarters Allied Expeditionary Forces.
 SHAPE—Supreme Headquarters Allied Powers, Europe.
 shp.—shaft horsepower.
 SINS—Ships Inertial Navigational System.
 SL—ship-of-the-line.
 Slp—sloop.
 SlpW—sloop-of-war.
 SlvBg—salvage barge.
 SM—mine laying submarine.
 SNAP—anti-snooper air patrol.
 SP—motor patrol boat.

sp—self-propelled.
 sr—single reduction gears.
 S.r.—Sawyer rifle.
 SS—submarine; or merchant steamship.
 SSA—cargo submarine.
 SSB—fleet ballistic missile submarine.
 SSBN—fleet ballistic missile submarine (nuclear powered).
 SSC—cruiser submarine.
 SSG—guided missile submarine.
 SSGN—guided missile submarine (nuclear powered).
 SSK—antisubmarine submarine.
 SSN—submarine (nuclear powered).
 SSO—submarine oiler.
 SSP—submarine transport.
 SSR—radar picket submarine.
 SSRN—radar picket submarine (nuclear powered).
 SSS—strike support ship.
 SST—target and training submarine (sp.).
 St—steam.
 StBrig—steam brig.
 StBt—steamboat.
 stbd.—starboard.
 StFr.—steam frigate.
 Str—steamer.
 StRam—steam ram.
 StTBt—steam torpedo boat.
 StTug—steam tug.
 Stw—stern wheel.
 StwGbt—stern wheel gunboat.
 StwRam—stern wheel ram.
 StwStr—stern wheel steamer.
 SubDiv—submarine division.
 SubFlot—submarine flotilla.
 subm.—submerged.
 SUBROC—submarine rocket.
 SubRon—submarine squadron.
 Sun—Sun Shipbuilding and Dry Dock Co., Chester, Pa.
 Sup—Superior Marine Manufacturing Co., Milwaukee, Wis.
 surf.—surface.
 Sw—side wheel.
 SwGbt—side wheel gunboat.
 SwStr—side wheel steamer.
 SwRam—side wheel ram.
 SwTug—side wheel tug.
 Syd—shipyard.
 t.—tonnage.
 T.—Maritime Commission standard type.
 T—prefix indicating M.S.C. (MSTS) ship.
 Tal.—Talos missile system.
 Tar.—Tartar missile system.
 TB—torpedo boat.
 TBS—talk between ships.
 td.—turbine direct drive.
 ted.—turbine electric drive.
 Ter.—Terrier missile system.
 terd.—turbine electric reduction drive.
 TF—Task Force.
 TG—Task Group.
 THORN—Thornycroft-type boiler.
 Tk—tanker.
 tl.—trial (speed).
 TLL—tank lighter.
 TLLW—tank lighter (medium tank-well type).
 torp.—torpedo(es).
 TR—geared turbine drive.
 Tr—trawler.
 Trans—transport.
 TransRon—transport squadron.
 Trigg.—Wm. R. Trigg Co., Richmond, Va.
 Troy—Troy Engine & Machine Co.
 trp.—troop capacity.
 tt.—torpedo tubes.
 TU—Task Unit.
 tur.—turbine.
 UDT—underwater demolition team.
 UIW—Union Iron Works, San Francisco, Calif.

UIWHDR—Union Iron Works header-type boiler.
 U.K.—United Kingdom.
 UN—United Nations.
 UN-CR—Universal Cruiser.
 unrep.—underway replenishment.
 USA—United States Army.
 USAAC—United States Army Air Corps.
 USAAF—United States Army Air Forces.
 USAF—United States Air Force.
 USAMC—United States Army Medical Corps.
 USANF—United States Auxiliary Naval Force.
 USAT—United States Army Transport.
 USCG—United States Coast Guard.
 USCGR—United States Coast Guard Reserve.
 USCGS—United States Coast and Geodetic Survey.
 USCS—United States Coast Survey.
 USMC—United States Marine Corps.
 USMCR—United States Marine Corps Reserve.
 USMCWR—United States Marine Corps Women's Reserve.
 USN—United States Navy.
 USNA—United States Naval Academy.
 USNR—United States Naval Reserve.
 USNRF—United States Naval Reserve Forces.
 USNS—United States Naval Ship.
 USRCS—United States Revenue Cutter Service.
 USRM—United States Revenue Marine.
 USS—United States Ship.
 USSB—United States Shipping Board.
 VB—Navy bombing plane; Navy dive bombing squadron.
 VBF—Navy bombing-fighting aircraft; Navy bomber-fighter squadron.
 VBT—bombing, torpedo plane.
 VC—composite aircraft squadron.
 VD—photographic squadron (aircraft).
 vert.—vertical.
 VF—Navy fighter plane; Navy fighter squadron.
 VFB—fighter bombing plane.
 VF(M)—fighter plane (two engine).
 VF(N)—Navy night fighter squadron.
 VG—light transport plane (single engine).
 VGF—escort-fighting squadron.
 VGS—escort-scouting squadron.
 VH—ambulance plane; Navy rescue squadron.
 V.I.—Virgin Islands.
 VJ—utility plane; Navy utility squadron.
 VMB—Marine medium and heavy patrol bomber squadron (land based and seaplane).
 VMBF—Marine fighter bomber squadron.
 VMD—Marine photographic squadron.
 VMF—Marine fighter squadron.
 VMF(N)—Marine fighter squadron (night).
 VMJ—Marine utility squadron.
 VMO—Marine observation squadron.
 VMO(AS)—Marine observation squadron (artillery spotting).
 VN—training squadron.
 VO—observation plane; Navy battleship observation squadron.
 VOG—Navy observation plane squadron.
 Vog—Henry Vogt Machine Co., Louisville, Ky.
 VOGHDR—Vogt header-type boiler.
 VP—patrol plane; Navy patrol squadron.
 VPB—patrol-bombing plane; Navy medium and heavy patrol bomber squadron (land based and sea based).
 VPT—patrol-torpedo plane.
 VR—transport plane; Navy transport squadron.
 VS—scouting plane; Navy shore based scouting squadron.
 VSB—scout-bombing plane.
 VSO—scout observation plane.
 VT—torpedo plane; Navy torpedo bomber squadron.
 VTB—torpedo bombing plane.
 VT(N)—Navy night torpedo bomber squadron.
 vt2—vertical double-expansion.
 vt3—vertical triple-expansion.

vt4—vertical quadruple-expansion.
 WAVES—Women Accepted for Voluntary Emergency Service.
 Wes—Westinghouse.
 Wes-Del—Westinghouse & De Laval.
 Wes-Falk—Westinghouse & Falk.
 Wes-FB—Westinghouse & Farrel-Birmingham.
 WestPac—Western Pacific.
 WFB—White-Forster-type boiler (manufactured by Babcock and Wilcox Co.).
 Wint—Winton Engine Corp., Cleveland, Ohio.
 WIW—Washington Iron Works, Seattle, Wash.
 WL—water line.
 WM—White and Middleton Co., Springfield, Ohio.
 WSA—War Shipping Administration.
 wt.—water-tube boiler.
 WTDF—water-tube single-furnace boiler.
 WWI—World War I.
 WWII—World War II.
 X—submersible craft (sp.).
 XMAP—sweeper device.
 YA—ash lighter.
 YAG—miscellaneous auxiliary (service craft).
 YAGR—ocean radar station ship.
 YAR—Yarrow-type boiler.
 YC—open lighter (nsp.).
 YCD—fueling barge.
 YCF—car float (nsp.).
 YCK—open cargo lighter.
 YCV—aircraft transportation lighter (nsp.).
 YD—floating crane (nsp.).
 Yd—Yard (Navy).
 YDG—district degaussing vessel.
 YDT—diving tender (nsp.).
 YE—ammunition lighter.
 YF—covered lighter (sp.); or freight lighter.
 YFB—ferryboat or launch (sp.).
 YFD—yard floating dry dock (nsp.).
 YFN—covered lighter (nsp.).
 YFNB—large covered lighter (nsp.).
 YFND—dry dock companion craft (nsp.).
 YFNG—covered lighter (special purpose) (later YFNX).
 YFNX—lighter (special purpose (nsp.) (formerly YFNG).
 YFP—floating power barge (nsp.).
 YFR—refrigerated covered lighter (sp.).
 YFRN—refrigerated covered lighter (nsp.).
 YFRT—covered lighter (range tender).
 YFT—torpedo transportation lighter.
 YFU—harbor utility craft (sp.).
 YG—garbage lighter (sp.).
 YGN—garbage lighter (nsp.).
 Y-gun—Y-type depth charge projector.
 YH—ambulance boat.
 YHB—house boat.
 YHLC—salvage lift craft, heavy (nsp.).
 YHT—scow, heating.
 YLA—open landing lighter.
 YLLC—salvage lift craft, light (sp.).
 YM—dredge (sp.).
 YMLC—salvage lift craft, medium (nsp.).
 YMP—motor mineplanter.
 YMS—auxiliary motor minesweeper.
 YMT—motor tug.
 YN—net tender (boom).
 YNG—gate craft (nsp.).
 YNT—district net tender.
 YO—fuel oil barge (sp.).
 YOG—gasoline barge (sp.).
 YOGN—gasoline barge (nsp.).
 YON—fuel oil barge (nsp.).
 YOS—oil storage barge (nsp.).
 YP—patrol craft (sp.).
 YPD—floating pile driver (nsp.).
 YPK—pontoon stowage barge.
 YR—floating workshop (nsp.).
 YRB—repair and berthing barge (nsp.).
 YRBM—repair, berthing, and messing barge (nsp.).
 YRBM(L)—submarine repair, berthing, and messing barge (large).
 YRC—submarine rescue chamber.
 YRDH—floating dry dock workshop (hull) (nsp.).
 YRDM—floating dry dock workshop (machine) (nsp.).
 YRL—covered lighter (repair).
 YRR—radiological repair barge (nsp.).
 YRST—salvage craft tender (nsp.).
 YS—stevedoring barge.
 YSD—seaplane wrecking derrick (sp.).
 YSR—sludge removal barge (nsp.).
 YSP—stowage pontoon.
 YT—harbor tug.
 YTB—large harbor tug.
 YTL—small harbor tug.
 YTM—medium harbor tug.
 YTT—torpedo testing barge.
 YV—drone aircraft catapult control craft (sp.); or seaplane barge.
 YVC—catapult lighter.
 YW—water barge (sp.).
 YWN—water barge (nsp.).
 ZR—rigid airship.
 ZRS—rigid airship (scouting).

HISTORICAL SKETCHES

A-1

I

(Submarine Torpedo Boat No. 2: dp. 107; l. 63'10"; b. 11'11"; dr. 10'7"; s. 8 k. (surf.), 7 k. (subm.); cpl. 7; a. 1 18" tt.; cl. *Plunger*)

The first A-1 was the submarine torpedo boat originally laid down as *Plunger* (Submarine Torpedo Boat No. 2) on 21 May 1901 at Elizabethport, N.J., by the Crescent Shipyard of Lewis Nixon, a subcontractor for the John P. Holland Torpedo Boat Co. of New York; launched on 1 February 1902; sponsored by Miss Ernestine Wardwell of Baltimore, Md.; and commissioned at the Holland Company yard at New Suffolk, Long Island, N.Y., on 19 September 1903, Lt. Charles P. Nelson in command.

Assigned to the Naval Torpedo Station, Newport, R.I., for experimental torpedo work, *Plunger* operated locally from that facility for the next two years, a period of time broken only by an overhaul at the Holland yard at New Suffolk between March and November 1904. Besides testing machinery, armament, and tactics, the submarine torpedo boat also served as a training ship for the crews of new submersibles emerging from the builder's yards.

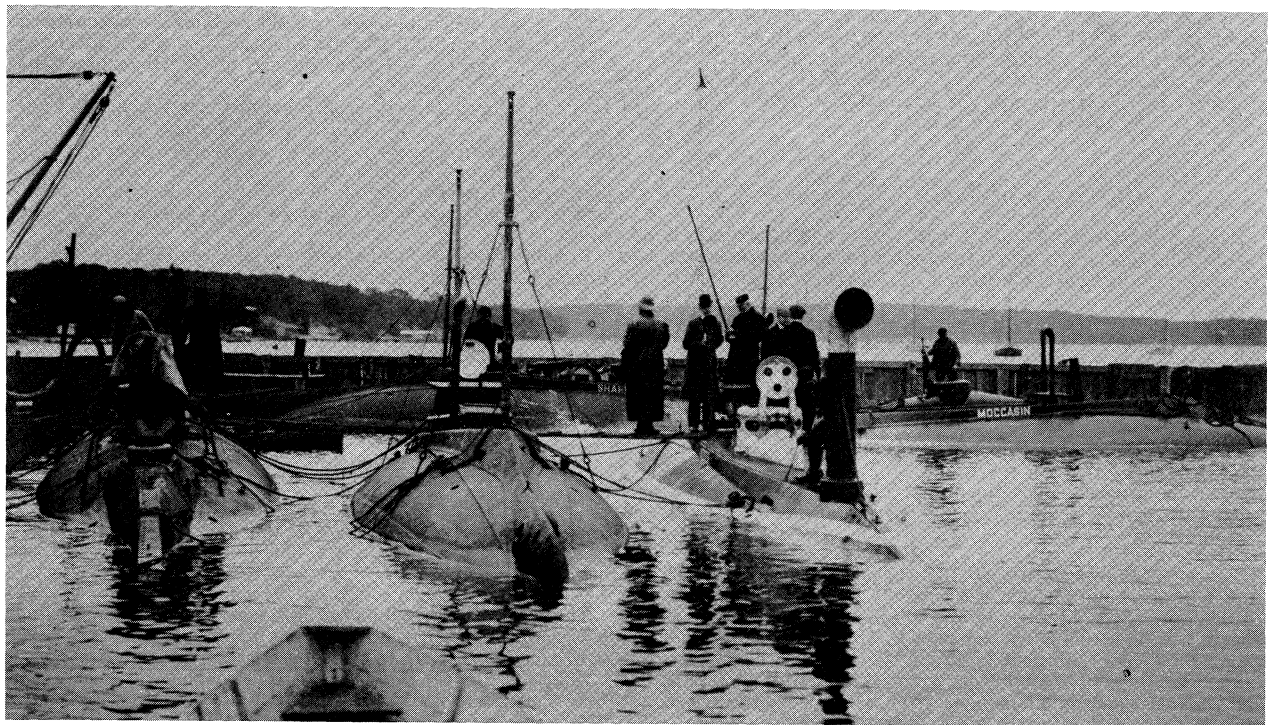
In August 1905, *Plunger* underwent two weeks of upkeep before clearing the yard on 22 August, towed by the tug *Apache*, bound for Oyster Bay, where she would conduct trials near the home of President Theodore Roosevelt. Upon her arrival that afternoon, the submarine torpedo boat moored alongside the tug

and prepared for a visit by the Chief Executive. Her crew busily cleaned all stations and painted the outside of the boat.

The following morning, beneath leaden gray skies, *Plunger* charged her batteries, then got underway, and made a series of five short dives before returning alongside *Apache* to recharge batteries for three and a half hours. At 3:30 p.m. that afternoon, the President came on board *Plunger*, which stood down the bay and made a series of dives before returning to moor alongside the tug almost two hours later. Roosevelt spent almost another hour on board the submarine before he disembarked.

Roosevelt's novel voyage prompted much interest. On 6 September, the President wrote from Oyster Bay to Hermann Speck von Sternberg: "I myself am both amused and interested as to what you say about the interest excited about my trip in the *Plunger*. I went down in it chiefly because I did not like to have the officers and enlisted men think I wanted them to try things I was reluctant to try myself. I believe a good deal can be done with these submarines, although there is always the danger of people getting carried away with the idea and thinking that they can be of more use than they possibly could be." To another correspondent he declared that never in his life had he experienced "such a diverting day . . . nor so much enjoyment in so few hours . . ."

Decommissioned on 3 November 1905, *Plunger* remained inactive until recommissioned on 23 February 1907, Lt. Guy W. S. Castle in command. On 7 March 1907, she was assigned to the First Submarine Flotilla, based at the New York Navy Yard, joining sisterships *Porpoise* (Submarine Torpedo Boat No. 7) and *Shark* (Submarine Torpedo Boat No. 8). On 3 May 1909,



A Group of A-type submarines at the Holland Submarine Co. basin, New Suffolk, Long Island, circa 1903. In the front lie *Plunger* (Submarine No. 2) (later A-1), *Porpoise* (Submarine No. 7) (later A-6), and *Adder* (Submarine No. 3) (later A-2), along the breakwater (background) are *Shark* (Submarine No. 8) (later A-7) and *Moccasin* (Submarine No. 5) (later A-4). (NH 45937)

Ens Chester W. Nimitz, the future fleet admiral—who would later say that he considered the submarines of the time “a cross between a Jules Verne fantasy and a humpbacked whale”—assumed command of *Plunger*. That September, the submarine torpedo boat visited New York City to take part in the Hudson-Fulton celebrations.

Reassigned to the Charleston (S C) Navy Yard, *Plunger* reached that port on 24 October 1909 and moored alongside the gunboat *Castine*, the parent ship for the Atlantic Submarine Fleet. Shortly thereafter, *Castine's* medical officer, Assistant Surgeon Micajah Boland, inspected *Plunger* and two other submarine torpedo boats. His report graphically described living conditions on these boats. He found “... their sanitary condition to be far from satisfactory, notwithstanding the fact that they had been at sea only about forty-five hours.”

“One officer and a crew of 10 or 12 men,” he continued, “had been living; that is, sleeping, cooking, eating, and answering the calls of nature aboard each of these boats in addition to performing their duty navigating them. Being small, they pitch and roll considerably in a smooth sea, and about half the crew become seasick, due largely to the foul air in the boats; when the sea is moderately rough, practically the whole crew is seasick. Food has to be carried in crates and, when preparing for a cruise of several days, cramps very much the already overcrowded boat; even the cooked meats soon spoil, increasing the foulness of the air, and the use of the toilet, which is only screened off, adds to the unpleasant odor. The small electric stoves with which the boats are supplied can not furnish heat enough, hence they are cold and damp at certain seasons of the year and, in rough weather when water is shipped down the conning tower hatch, which must be kept open, they are wet and extremely uncomfortable. These conditions are a serious menace to the health of the members of the crew; there seems to be no remedy for them on prolonged cruises.” Surgeon Boland recommended that cruises be limited to 36 hours and that when not underway the crews of the submarines, “except those absolutely necessary to be on the boats” live on board the “parent ship.”

Assigned to the Reserve Torpedo Division on 12 April 1910, *Plunger* was renamed A-1 (Submarine Torpedo Boat No. 2) on 17 November 1911. Stricken from the Naval Vessel Register on 24 February 1913 and having been authorized for use as an “experimental target,” the submersible was designated as “Target E” on 29 August 1916. Ultimately hoisted on board the hulk of the former monitor *Puritan*, the partially dismantled torpedo boat was authorized for sale on 25 August 1921, on an “as is, where is” basis. She was sold for scrap on 26 January 1922.

II

(Houseboat: dp. 6 16; l. 31'2"; cpl. 6)

Early in World War I, the second A-1—a houseboat built in 1911 by Sillit Buchanan—was inspected for possible naval service. Her takeover by the Navy from F. E. Wright of San Pedro, Calif., was ordered on 6 October 1917. The vessel was placed in service on 30 December 1917, and she operated in waters of southern California through the end of hostilities. Her logs end on 9 December 1918 and, apparently, no record of her subsequent fate has survived.

A-2

(Submarine Torpedo Boat No. 3: dp. 107; l. 63'10"; b. 11'11"; dr. 10'7"; s. 8 k. (surf.), 7 k. (subm.); cpl. 7; a. 1 18" tt.; cl. *Plunger*)

The submarine torpedo boat A-2 was originally laid down as *Adder* (Submarine Torpedo Boat No. 3) on 3 October 1900 at Elizabethport, New Jersey, by the Crescent Shipyard of Lewis Nixon, a subcontractor for the John P. Holland Torpedo Boat Co. of New York; launched on 22 July 1901; sponsored by Mrs. Jane S. Wainwright, wife of Rear Admiral Richard Wainwright; and commissioned on 12 January 1903 at the Holland yard at New Suffolk, N. Y., Ens. Frank L. Pinney in command.

After initial experimental duty at the Naval Torpedo Station at Newport, *Adder* was towed to the Norfolk Navy Yard by the tug *Peoria*, arriving there on 4 December 1903. In January 1904, the submarine torpedo boat was assigned to the Reserve Tor-

pedo Flotilla. Placed out of commission on 26 July 1909, *Adder* was loaded on board the collier, *Caesar*, and was transported to the Philippine Islands, arriving there on 1 October 1909.

Recommissioned on 10 February 1910, she was assigned to duty with the 1st Submarine Division, Asiatic Torpedo Fleet. Over almost a decade, the submarine torpedo boat operated from Cavite and Olongapo, principally in training and experimental work. During this time, she was renamed on 17 November 1911, becoming simply A-2 (Submarine Torpedo Boat No. 3).

During World War I, she carried out patrols off the entrance to Manila Bay, and around the island of Corregidor. Decommissioned on 12 December 1919, A-2 (assigned the alphanumeric hull number SS-3 on 17 July 1920) was designated for use as a target on 24 September 1920. She was struck from the Naval Vessel Register on 16 January 1922.

A-3

(Submarine Torpedo Boat No. 4: dp. 107; l. 63'10"; b. 11'11"; dr. 10'7"; s. 8 k. (surf.), 7 k. (subm.); cpl. 7; a. 1 18" tt.; cl. *Plunger*)

The submarine torpedo boat A-3 was originally laid down as *Grampus* (Submarine Torpedo Boat No. 4) on 10 December 1900 at San Francisco, Calif., by Union Iron Works, a subcontractor for the John P. Holland Torpedo Boat Co. of New York; launched on 31 July 1902; sponsored by Mrs. Marley F. Hay, wife of the Superintendent of Construction at Union Iron Works; commissioned at the Mare Island Navy Yard on 28 May 1903, Lt. Arthur MacArthur—the older brother of future General of the Army Douglas MacArthur—in command.

Over the next three and a half years, *Grampus* operated out of the San Francisco area, principally in training and experimental work. During this time, on 18 April 1906, men from her crew participated in relief efforts which followed the devastating earthquake and fire in the city of San Francisco. Decommissioned at Mare Island on 28 November 1906, *Grampus* remained inactive until recommissioned on 13 June 1908. Subsequently assigned to the 1st Submarine Division, Pacific Torpedo Flotilla, in January 1910, and to the Pacific Fleet in March 1911, the submarine torpedo boat operated locally off the California coast until assigned to the Pacific Reserve Fleet on 28 June 1912. Toward the end of this period of active service, on 17 November 1911, *Grampus* was renamed A-3.

The submarine torpedo boat remained inactive, at the Puget Sound Navy Yard, into 1915. On 16 February 1915, she was hoisted on board the collier, *Hector*, which sailed soon thereafter for the Philippine Islands with A-3 and her sistership, A-5 (Submarine Torpedo Boat No. 6) (ex-*Pike*), as deck cargo. *Hector* arrived at Olongapo on 26 March 1915, and launched A-3 on 10 April.

Commissioned at Olongapo a week later, on 17 April, A-3 was assigned to the First Submarine Division, Torpedo Flotilla, Asiatic Fleet, and remained in active service with that unit until decommissioned at Cavite on 25 July 1921. During World War I, A-3 patrolled the waters off the entrance to Manila Bay. On 17 July 1920, was given the alphanumeric hull number SS-4.

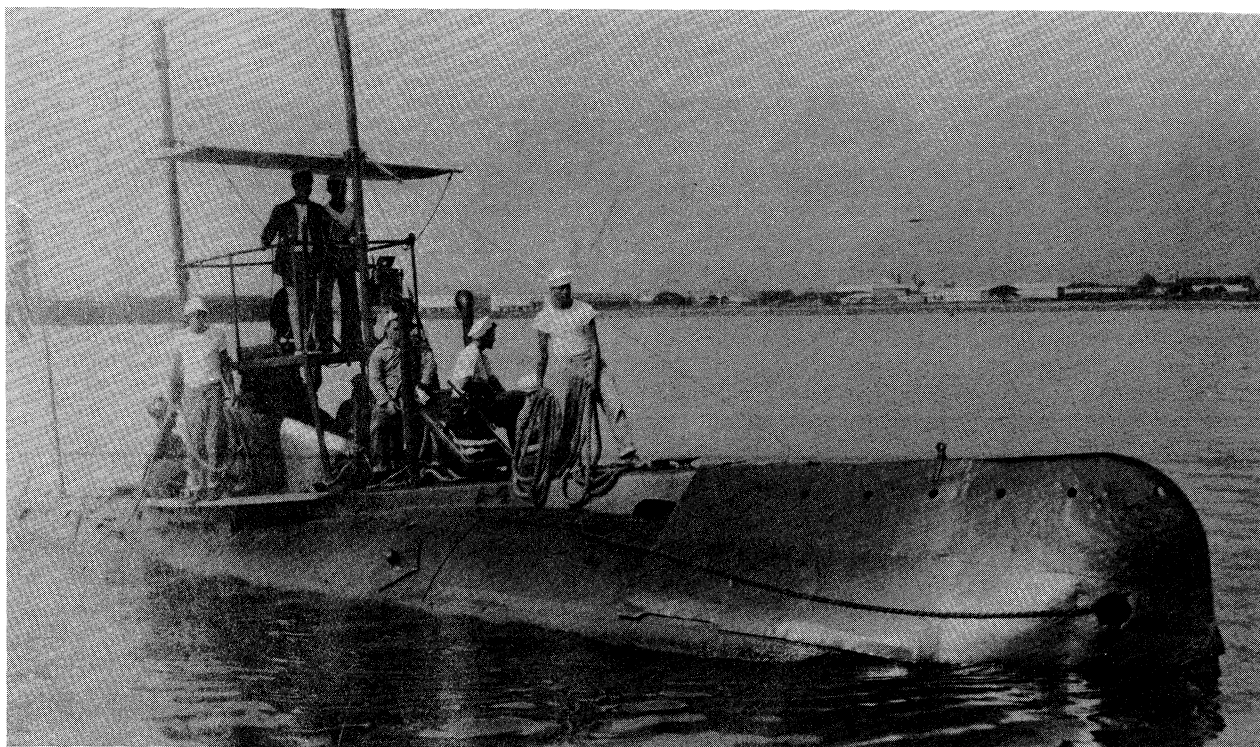
Dismantled and used as a target by ships of the Asiatic Fleet, A-3 was struck from the Naval Vessel Register on 16 January 1922.

A-4

(Submarine Torpedo Boat No. 5: dp. 107; l. 63'10"; b. 11'11"; dr. 10'7"; s. 8 k. (surf.), 7 k. (subm.); cpl. 7; a. 1 18" tt.; cl. *Plunger*)

The submarine torpedo boat A-4 was originally laid down as *Moccasin* (Submarine Torpedo Boat No. 5) on 8 November 1900 at Elizabethport, N. J., by the Crescent Shipyard of Lewis Nixon, a subcontractor for the John P. Holland Torpedo Boat Co. of New York; launched on 20 August 1901; sponsored by a Mrs. Rice; and commissioned on 17 January 1903 at the Holland yard at New Suffolk, N. Y., Ens. Frank L. Pinney in command.

Assigned to duty at the Naval Torpedo Station at Newport, *Moccasin* operated locally on principally training and experimental activities until assigned to the Reserve Torpedo Flotilla at



A-4 (Submarine No. 5) preparing to moor, Manila Bay, circa 1912. Note the casual nature of the uniforms of the crew, and the generally diminutive size of this craft. (NH 90186)

Norfolk on 15 June 1904, in which unit she remained inactive for the next half decade. On 20 July 1909, the submarine torpedo boat was loaded on board the collier, *Caesar*, which sailed soon thereafter for the Philippine Islands. *Moccasin's* sistership, *Adder* (Submarine Torpedo Boat No. 3) was on board as deck cargo as well, lashed to the auxiliary's forward well deck. Arriving at Olongapo on 1 October, *Moccasin* was launched on 7 October. Recommissioned on 10 February 1910, the submarine torpedo boat was assigned to the First Submarine Division, Asiatic Torpedo Fleet, basing on the Manila area.

Early in the period she was operating with the Asiatic Fleet, *Moccasin* was renamed A-4 (Submarine Torpedo Boat No. 5) on 17 November 1911. During World War I, like her sisterships, she patrolled the entrance to Manila Bay and convoyed ships moving out of local waters. Later placed in reserve, A-4 was decommissioned at Cavite on 12 December 1919.

Designated as a target vessel, A-4 (which had been assigned the alphanumeric hull number SS-5 on 17 July 1920) was struck from the Naval Vessel Register on 16 January 1922.

A-5

(Submarine Torpedo Boat No. 5: dp. 107; l. 63'10"; b. 11'11"; dr. 10'7"; s. 8 k. (surf.); 7 k. (subm.); cpl. 7; a. 1 18" tt.; cl. *Plunger*)

The submarine torpedo boat A-5 was originally laid down as *Pike* (Submarine Torpedo Boat No. 6) on 10 December 1900 at San Francisco, Calif., by Union Iron Works, a subcontractor for the John P. Holland Torpedo Boat Co., of New York; launched on 14 January 1903; sponsored by Mrs. Frank Baker Zahm, the wife of the naval constructor at Union Iron Works; and commissioned at the Mare Island Navy Yard, Lt. Arthur MacArthur, Jr. (the elder brother of future General of the Army Douglas MacArthur) in command.

Pike operated out of the Mare Island Navy Yard for over three years, operating principally in experimental and training roles. Following the earthquake and subsequent fire at San Fran-

cisco on 18 April 1906, members of *Pike's* crew took part in the relief efforts in the wake of the disaster.

Decommissioned on 28 November 1906, *Pike* remained inactive until 8 June 1908, when she was recommissioned for local operations with the Pacific Torpedo Flotilla, off the Pacific coast. She remained attached to this unit into June of 1912. Toward the end of this period, *Pike* was renamed A-5 (Submarine Torpedo Boat No. 6) on 17 November 1911.

A-5 arrived at the Puget Sound Navy Yard on 26 June 1912, and, two days later, was placed in reserve. Following two and a half years of inactivity there, A-5 was loaded on board the collier *Hector* on 15 February 1915 (her sistership A-3, Submarine Torpedo Boat No. 4, was loaded the next day). A-5 made the voyage to the Philippines as deck cargo. She arrived at Olongapo on 26 March. Launched on 13 April, she was recommissioned on 17 April, and assigned to the Asiatic Fleet.

Shortly after the United States entered World War I, A-5 sank while moored at the Cavite Navy Yard, on 15 April 1917, her sinking attributed to a slow leak in a main ballast tank. She was raised on 19 April and, following reconditioning, returned to active service. Like her sisterships, she patrolled the waters off the entrance to Manila Bay during the course of the war with the Central Powers.

A-5, given the alphanumeric hull number SS-6 on 17 July 1920, was decommissioned on 25 July 1921. Earmarked as a target vessel, the submarine torpedo boat was struck from the Naval Vessel Register on 16 January 1922.

A-6

(Submarine Torpedo Boat No. 7: dp. 107; l. 63'10"; b. 11'11"; dr. 10'7"; s. 8 k. (surf.), 7 k. (subm.); cpl. 7; a. 1 18" tt.; cl. *Plunger*)

The submarine torpedo boat A-6 was originally laid down as *Porpoise* (Submarine Torpedo Boat No. 7) on 13 December 1900 at Elizabethport, N.J., by the Crescent Shipyard of Lewis Nixon, a subcontractor for the John P. Holland Torpedo Boat Co. of

New York; launched on 23 September 1901; sponsored by Mrs. E. B. Frost, the wife of E. B. Frost of Crescent Shipyard; and commissioned at the Holland yard at New Suffolk, N. Y., on 19 September 1903, Lt. Charles P. Nelson in command.

Assigned initially to the Naval Torpedo Station at Newport for experimental torpedo firing work, *Porpoise* entered the New York Navy Yard in September 1904 for repairs and alterations, remaining there until February 1906. Assigned then to the First Torpedo Flotilla on 7 March 1907, the submarine torpedo boat operated at Annapolis, Md., temporarily assigned to the Naval Academy for instruction of future naval officers, until June 1907. Taken subsequently to the New York Navy Yard, she was decommissioned on 21 April 1908. Partially disassembled, she was then loaded on the after well deck of the collier *Caesar* for a voyage to the Philippine Islands as deck cargo along with her sister ship *Shark* (Submarine Torpedo Boat No. 8), via the Suez Canal.

Arriving at the Naval Station at Cavite, *Porpoise* was launched on 8 July 1908, and recommissioned on 20 November. Due to the small size of these "boats," officers and men lived on board the gunboat *Elcano*.

In April 1909, Ens. Kenneth Whiting, a future naval aviation pioneer, became *Porpoise's* commanding officer. On 15 April, Whiting and his crew of six took the submarine out for what was to be a routine run. *Porpoise* got underway, cleared the dock and moved out into Manila Bay. She dove soon thereafter, and leveled off at a depth of 20 feet. Only then did Whiting, with contagious confidence, reveal his intentions.

Convinced that a man could escape from a submarine through the torpedo tube, Whiting determined that he was going to try and test his theory with himself as a guinea pig. Squeezing into the 18-inch diameter tube, he clung to the crossbar which stiffened the outer torpedo tube door, as the crew closed the inner door. When the outer door was opened and water rushed in, Whiting hung onto the crossbar that drew his elbows out of the tube's mouth, and then muscled his way out using his hands and arms, the entire evolution consuming 77 seconds. He then swam to the surface, *Porpoise* surfacing soon thereafter. Reluctant to speak about the incident in public, he nevertheless informed his flotilla commander, Lt. Guy W. S. Castle, who submitted a report on how the feat had been accomplished. In *Porpoise's* log that day, Whiting had simply commented: "Whiting went through the torpedo tube, boat lying in (the) water in (a) normal condition, as an experiment . . ."

Subsequently becoming a unit of the First Submarine Division, Asiatic Torpedo Fleet, on 9 December 1909, the submarine torpedo boat continued her routine of local operations out of Cavite for the next decade. Renamed *A-6* (Submarine Torpedo Boat No. 7) on 17 November 1911, she patrolled the entrance to Manila Bay and convoyed vessels out of port during World War I, under the command of Lt. A. H. Bailey. Placed in ordinary on 1 December 1918, she spent a little over a year in that status, until decommissioned on 12 December 1919 and turned over to the Commandant of the Naval Station at Cavite, for disposal. Given the alphanumeric hull number SS-7 on 17 July 1920, *A-6* was authorized for use as a target in July 1921 and as of 16 January 1922 was struck from the Naval Vessel Register.

A-7

(Submarine Torpedo Boat No. 8: dp 107'; l 63'10"; b 11'11"; dr. 10'7"; s 8 k. (surf.), 7 k. (subm.); epl 7; a 1 18" tt; cl *Plunger*)

The submarine torpedo boat *A-7* was originally laid down as *Shark* (Submarine Torpedo Boat No. 8) on 11 January 1901 at Elizabethport, N. J., by the Crescent Shipyard of Lewis Nixon, a subcontractor for the John P. Holland Torpedo Boat Co. of New York; launched on 19 October 1901; and sponsored by Mrs. Walter Stevens Turpin, wife of Lt. Comdr. Walter S. Turpin, an officer on duty at Crescent Shipyard. Built with a hull of manganese bronze, *Shark* was equipped and outfitted at the Holland yard at New Suffolk, N. Y., and was commissioned there on 19 September 1903, Lt. Charles P. Nelson in command.

Over the next three and a half years, *Shark* operated locally at the Naval Torpedo Station at Newport, conducting firing tests with torpedoes, and participating in early research and development efforts in the field of undersea warfare. Assigned to the

First Submarine Flotilla in March 1907, *Shark* was stationed at the Naval Academy at Annapolis, Md., in the spring of 1907.

Taken to the New York Navy Yard in April 1908, the submarine torpedo boat was decommissioned there on the 21st of that month. Loaded on board the collier, *Caesar*, *Shark* and her sistership, *Porpoise* (Submarine Torpedo Boat No. 7), comprised the auxiliary's deck cargo as she proceeded, via Suez, for the Philippine Islands. *Shark* was launched soon after her arrival at Cavite in July and was recommissioned on 14 August 1908.

Over the next several years, the submarine torpedo boat operated out of Cavite, interspersing training with periodic upkeep and repair work. On 17 November 1911, *Shark* was renamed *A-7*.

During World War I, *A-7* and her sister ships based at Cavite, and carried out patrols of the entrance to Manila Bay. In the early spring of 1917, Lt. (j. g.) Arnold Marcus assumed command of *A-7*. On 24 July 1917, shortly after the submarine torpedo boat's engine had been overhauled, gasoline fumes ignited and caused an explosion and fire while in the course of a patrol in Manila Bay.

After Marcus and his men had battled the blaze, he ordered the crew topside and into the boats that had been summoned alongside. The last man to emerge from the interior of the crippled submersible, Marcus sent up distress signals to the nearby monitor *Monadnock*, and then took the helm himself in an attempt to beach the ship. He refused medical treatment until all his men had been attended to (six later died) and had to be ordered to leave his post. The gallant Marcus died the next day, 25 July 1917, of the effects of the explosion and fire that had ravaged his command. The Navy recognized this young officer's selfless heroism in naming a ship, *Marcus* (Destroyer No. 321), in his honor.

Placed in ordinary at Cavite on 1 April 1918, *A-7* was decommissioned as of 12 December 1919. Given the alphanumeric hull number SS-8 on 17 July 1920, *A-7*—initially advertised for sale in the 16th Naval District—was subsequently authorized for use as a target in 1921. She was struck from the Naval Vessel Register on 16 January 1922.

AA-1

Schley (Submarine No. 52) was laid down on 21 June 1916 at Quincy, Mass., by the Fore River Shipbuilding Co. under a contract with the Electric Boat Co. of New York; renamed *AA-1* on 23 August 1917 in accordance with the provisions of General Order 318 and to free the name *Schley* for assignment to Destroyer No. 103; launched on 25 July 1918; sponsored by Mrs. Lilian Hovey-King, wife of Lt. Comdr. Alvin Hovey-King, a naval constructor assigned to the Fore River Shipbuilding Co.; and commissioned at Boston on 30 January 1920, Lt. Comdr. James Parker, Jr., in command. On 17 July 1920, *AA-1* received the hull number SF-1 when the Navy adopted the alphanumeric system of hull designations. She was renamed *T-1* (q. v.) on 18 October 1920 in accordance with the provisions of General Order No. 551.

AA-2

Submarine No. 60 (Fleet Submarine No. 2) was laid down on 31 May 1917 at Quincy, Mass., by the Fore River Shipbuilding Co. under a contract with the Electric Boat Co. of New York; named *AA-2* on 23 August 1917 in accordance with the provisions of General Order No. 318; launched on 6 September 1919; sponsored by Miss Madeline Everett, the fiancé of Lt. Comdr. Ames Loder, the Assistant Inspector of Machinery assigned to the Fore River Shipbuilding Co.; redesignated SF-2 on 17 July 1920 when the Navy adopted the alphanumeric system of hull designations; and renamed *T-2* (q. v.) on 18 October 1920 in accordance with the provisions of General Order No. 551.

AA-3

Submarine No. 61 (Fleet Submarine No. 3) was laid down on 21 May 1917 at Quincy, Mass., by the Fore River Shipbuilding Co. under a contract with the Electric Boat Co. of New York; named *AA-3* in accordance with the provisions of General Order

No. 318 of 23 August 1917; launched on 24 May 1919; sponsored by Mrs. Lilian T. Jordan, wife of Comdr. John N. Jordan, the Cost Inspector assigned to the Fore River Shipbuilding Co.; redesignated SF-3 on 17 July 1920 when the Navy adopted the alphanumeric system of hull designations; and renamed *T-3 (q.v.)* on 18 October 1920 in accordance with the provisions of General Order No. 551.

A. B. Taylor

The "Menhaden Fisherman" (steam trawler) *A. Brook Taylor (q.v.)* was sometimes referred to as *A. B. Taylor* in the Navy's World War I records.

A. Brook Taylor

(Trawler: t. 295; l. 150'0"; b. 24'0"; dr. 13'6" (aft); s. 11 k.)

In June 1917, shortly after the United States entered World War I, the Navy inspected *A. Brook Taylor*—a wooden-hulled trawler built in 1913 and owned in 1917 by the Virginia Fishing Co., of Ditchly, Va. She was found to be suitable for service as a minesweeper and—according to a Navy Department letter dated 16 November 1917—was to be fitted out as such "preparatory to . . . [being called] into service in case of emergency." The anticipated "emergency" undoubtedly referred to extensive mining of American waters. However, even though German submarines did lay some mines off the east coast of the United States, *A. Brook Taylor* was never taken over by the Navy.

A. C. Powell

A. C. Powell, a screw steamer, was renamed *Alert (q.v.)* during the summer of 1862.

A. Childs

Besides her being listed as a ship of the Union Navy during the American Civil War, only two facts concerning this vessel have been found: first that, at some unknown date, her name was changed from *A. Childs* to simply *Childs*; and, secondly, that her hull was sold at Mound City, Ill., on 29 March 1865 for \$1,625.

A. Collier

Allen Collier—a stern wheel steamer built at Cincinnati, Ohio, in 1864 and purchased by the Navy on 7 December of that year—was renamed simply *Collier (q.v.)* sometime early in her naval career. Nevertheless, Navy records occasionally continued to refer to the ship thereafter by her original name, *Allen Collier* and more frequently by a name which she never carried officially, *A. Collier*.

A. D. Vance

A. D. Vance—a Confederate blockade runner captured on 10 September 1864 off Wilmington, N.C.—was taken into the Navy and renamed *Advance (q.v.)*. On 22 April 1865, her name was once more changed, this time to *Frolic (q.v.)*.

A. DeGroat

Occasionally screw tug *Albert DeGroat (q.v.)* was referred to in official documents as *A. DeGroat*.

A. G. Prentiss

(Tug: dp. 130; l. 76'; b. 17.2'; dr. 7' (mean); s. 9 k.; cpl. 6; a. none)

A. G. Prentiss—a small wooden-hulled tug built in 1912 at Kennebunk, Maine—was inspected by the Navy in the 3d Naval District on 6 March 1918 and selected for service and delivered to the Navy on 25 March 1918 under a charter approved three days later.

A. G. Prentiss—given the identification number (Id. No.) 2413—apparently served in the 3d Naval District for her entire career, as she is listed as having that area as her duty station in the 1918 *Ship's Data* volume. However, there are no extant deck logs to confirm this inference. Records indicate that *A. G. Prentiss* was returned to her owner on 2 December 1918, and her name stricken from the Navy list the same day.

A. Holly

(Sch)

A. Holly was one of the schooners purchased at Baltimore by the Navy to be laden with stone and sailed to the vicinity of Cape Hatteras and sunk as an obstruction to block one of the channels or inlets leading to the North Carolina sounds. Unfortunately, no record has been found establishing whether or not she was ever used for this purpose and, if not, giving any clue as to her ultimate fate.

A. Houghton

(Bark: t. 326; l. 113'4"; b. 25'3"; dph. 12'; s. 13 k.; cpl. 27; a. 2 32-pdr. sb.)

A. Houghton—a bark built in 1852 by James P. Rideout at Robbinston, Maine—was purchased by the Navy on 12 October 1861 at New York City and, after being fitted out at the New York Navy Yard, was placed in commission on 19 February 1862, Acting Master Newell Graham in command.

Nine days before, on 10 February, the bark was slated for duty in the Mortar Flotilla of the West Gulf Blockading Squadron That bombardment group, led by Comdr. David Dixon Porter, was being established to provide covering fire for Flag Officer David Farragut during his forthcoming campaign against New Orleans.

Soon after being commissioned, the bark departed New York harbor and proceeded via Key West, Fla., and Ship Island, Miss., to the Mississippi Delta where she waited while Farragut and his squadron were laboring to get his deep-draft, oceangoing warships across the bar and into the river. In mid-April, after this difficult task had been completed, she accompanied Porter's mortar schooners upstream to a point a short distance below Forts Jackson and St. Philip which guarded the river approaches to New Orleans from the sea. There, she supplied Porter's guns with ammunition as they shelled the Confederate works during the days preceding the bold dash of Farragut's steam-propelled men-of-war past the guns of the forts to capture New Orleans.

After the great Southern metropolis fell, *A. Houghton* retired with the Flotilla to the gulf to await Farragut and join him in a planned attack on Mobile, Ala. However, orders from Washington directed Farragut to ascend the Mississippi past the Confederate river fortress at Vicksburg and join forces with Flag Officer Charles H. Davis who had been fighting his way down the Mississippi from its confluence with the Ohio River. Knowing the strength of the South's position at Vicksburg, Farragut ordered Porter to bring the flotilla back to the Mississippi so that it might support him in operations against Vicksburg as it had done in his advance on New Orleans. *A. Houghton* accompanied the flotilla as it returned to the Mississippi and supported it late in June during its bombardment of Vicksburg's batteries while Farragut's ships ran the gauntlet through the fire of the Southern guns. Then, after descending the river to replenish her supply of ammunition, she left New Orleans on 3 July, towed back upstream by the merchant steamer *Empire Parish*.

On the 6th, while the two ships were passing Grand Gulf, Miss., Southern batteries fired upon them and scored several hits, wounding two men. However, *A. Houghton* immediately returned the fire to good effect. In later describing the action, Lt. George Henry Preble—who commanded Union gunboat *Katahdin* which heard the firing and steamed downstream in the hope of assisting any embattled Northern forces—commented, “They thought the *Houghton* an unarmed transport, or would not have fired at her. For once they caught a tartar.” The bark’s fire knocked out one of the Southern guns and inflicted several casualties—both killed and wounded.

Meanwhile, events were taking place in Virginia which would seriously weaken and ultimately disestablish the Mortar Flotilla. In a brilliant series of actions near Richmond—known to history as the Seven Days Campaign—General Robert E. Lee’s Army of Northern Virginia turned back General McClellan’s thrust against the Confederate capital and drove the battered Union troops of the Army of the Potomac into a precariously held position on the north bank of the James River called Harrison’s Landing. To help protect McClellan’s beleaguered army, whose very existence was threatened, Secretary of the Navy Gideon Welles ordered a dozen of the schooners to leave the Mississippi and sail north to reinforce the James River Flotilla which was protecting McClellan’s flanks and keeping Lee’s victorious troops at bay.

A. Houghton was one of the small number of Porter’s vessels that remained in the West, but thereafter her role was changed. In mid-July when a lack of ground forces to take and hold Vicksburg had convinced Farragut of the futility of his operations above Vicksburg, he again ran through the fire of the Southern guns and descended the river. *A. Houghton* accompanied him downstream to New Orleans and then was sent to Pensacola where she served as ammunition ship for the squadron until she sailed far north in the early autumn. She was decommissioned at the New York Navy Yard on 12 October and remained there undergoing repairs until she was placed back in commission on 3 December 1862.

Then with her holds full of ammunition and other supplies, she once more sailed for the gulf and, by New Year’s Day 1863, was back at Pensacola supporting Farragut’s squadron. She remained on duty there until March 1863 when she sailed to New York to load supplies for the North Atlantic Blockading Squadron and served the ships of that organization—primarily at Hampton Roads—into August when she entered the Norfolk Navy Yard and was decommissioned there on the 30th for repairs to her leaking hull.

The bark was recommissioned on 1 October 1863, but transferred to the South Atlantic Blockading Squadron. She served at Port Royal, S.C.—first as a supply vessel and then as a health ship—through the end of the Civil War.

After the South collapsed, she sailed north late in May 1865 and was decommissioned for the last time at the Philadelphia Navy Yard on 9 June 1865. She was sold at public auction there on 10 August 1865. No facts concerning her subsequent career have been found.

A. J. View

(Sch)

Early in the afternoon of 28 November 1861, while cruising in Mississippi Sound, the Union screw steamer *New London* fell in with and seized *A. J. View* off Pascagoula, Miss., as that Biloxi schooner attempted to slip out to sea. The prize’s cargo was unloaded at Ship Island, and the schooner herself may have been used for sometime thereafter by the Gulf Blockading Squadron.

At some later date, after she had sailed north for adjudication, *A. J. View* was finally condemned by the admiralty court at New York City and was sold to the Navy on 28 July 1863—almost two years after she had been captured. She was used as a coal hulk, but no record of the place or places where she performed this service has been found.

A. O. Tyler

Soon after she was purchased by the United States Government, sidewheel gunboat *A. O. Tyler* renamed simply *Tyler* (q.v.).

Aaron V. Brown

Born on 15 August 1795 in Brunswick County, Va., Aaron Venable Brown was educated in North Carolina and moved to Tennessee in 1815. Admitted to the state bar two years later, he practiced law in Nashville and eventually became the partner of the future President, James K. Polk. After service in both chambers of the Tennessee Legislature, Brown sat in the United States House of Representatives from 4 March 1839 to 3 March 1845 and then left Congress to become the Governor of Tennessee. Temporarily retired from public life in 1847, Brown became Postmaster General under President Buchanan on 6 March 1857 and held the post until he died in Washington on 8 March 1859.

Prior to the Civil War, *Aaron V. Brown*—a revenue cutter whose records have for the most part been lost—operated on the Great Lakes from her base at Milwaukee, Wis. As the national crisis deepened after Abraham Lincoln was elected President, *Aaron V. Brown* was transferred to the Atlantic and, in company with four other cutters, arrived at Boston late in December 1861.

Following a brief assignment at Salem, Mass., she was repaired, provisioned for a deployment in Southern waters, and sailed for the sounds of North Carolina. Commanded by Capt. John Mason, Jr., USRCS, she served in the shoals of those dangerous and bitterly contested waters until May 1864 when she proceeded to New York harbor to be sold.

Aaron Ward

Aaron Ward was born on 10 October 1851 in Philadelphia, Pa. Following graduation from the United States Naval Academy in 1871, he was ordered to *California* on the Pacific station. He next served in *Brooklyn* in the West Indies from 1873 to 1874, before reporting to *Franklin* on the European station.

Ward served a tour of duty at the Naval Academy from 1876 to 1879. Next he served with the *Constitution* training squadron in 1879 through 1882. Ward was occupied with various professional duties at the torpedo station in Newport, R.I., and the New York Navy Yard through 1885. From 1885 to 1888 he was stationed in *Hartford* and *Monongehela* on the Pacific station. Between 1889 and 1894, Ward served as naval attaché in Paris, Berlin, and St. Petersburg. He sailed with *New York* in the West Indies and Brazil until 1894, and in *San Francisco* in the Mediterranean through 1896.

During the Spanish-American War, Ward commanded *Wasp*. Commended for gallantry, he was advanced to lieutenant commander for conspicuous service at the Battle of Santiago. He then commanded *Panther* for a year in the West Indies, followed by service as chief of staff to the Asiatic station commander. From 1901 to 1908, Ward commanded *Yorktown*, *Don Juan de Austria*, and *Pennsylvania* successively. He served for one year as supervisor of the harbor at New York before becoming an aide to the Secretary of the Navy in 1909. In 1910 Ward was promoted to rear admiral. In 1911 he became second in command of the Atlantic Fleet. Rear Admiral Ward retired on 10 October 1913. He died on 5 July 1918, and is buried in Greenwood Cemetery, Brooklyn, N.Y.

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(Destroyer No. 132: dp. 1,090 (n.); l. 314'4"; b. 30'6"; dr. 8'8"; s. 35 k.; cpl. 159; a. 4 4", 1 3", 12 21" tt.; cl. *Wickes*)

The first *Aaron Ward* (Destroyer No. 132) was laid down on 1 August 1918 at Bath, Maine, by the Bath Iron Works; launched on 10 April 1919; sponsored by Mrs. Washington Lee Capps, the daughter of Rear Admiral Aaron Ward and the wife of Rear Admiral Capps; and commissioned on 21 April 1919, Comdr. Raymond A. Spruance in command.

Upon commissioning, the destroyer reported for duty with Division 13, Squadron 2, Atlantic Fleet. She performed her first significant service for the Navy at Trepassy Bay in May 1919 when she served as one of the pickets for the transatlantic flight attempt by three Navy-Curtiss flying boats. One of the boats, NC-4, completed the flight successfully. *Aaron Ward* continued to serve with Atlantic Fleet until September, at which time she